From Our Own Correspondent.

LONDON, Tuesday, Aug. 10, 1858. The Cherbourg fe tes seem to have d.sapp noted everybody. The English did not like the fac: that their Queen was present at the inauguration of a moval stronghold built expressly to threaten Eushad; the French thought the short visit and the seserve of the Queen were somewhat uncourteous; the Members of Parliament, who went down for a jolification, returned in high dudgeon because they were not treated with becoming deference by the French authorities; the French fire eating Colonels were disappointed by the peaceable speeches of the Emperor; and, lastly, the Revolutionists of Europe covered that their cherished hopes of a speedy European war were as yet premature. Indeed, it be difficult to get at the bottom of Napoben's schemes, and Punch has very appropriately portrayed him in the shape of sphinz, a riddle to his age. He encourages for months the most violent attacks on England and Austria in his official and semi-official papers; he spends enormous sums of money on fortifications and on the completion of a strong naval armament: he increases the army and rouses all the evil passions of the officers, and winds up by a peaceful demonstration, to the disappointment of friends and foce. After having alarmed in turn England, Belgium, Turkey and Austria, he offers his hand to all of them. Is it, as many declare, a sign of his failing mental energies, his useless exbravagance in a heavily taxed country which has not yet recovered from the financial crisis ? or is it a deeply-laid plan which nobody can fathom According to our own judgment, Napoleon, well aware of the fate of his predecessors, everthrown and expelled either by the intrigues of the Continental powers or by the indignation of France as soon as they ceased to be formidable, is equally averse to war and to peace. He rouses from time to time the easilyexcitable Frenchmen; and he threatens the Conti mental Princes who rule by the "grace of God," is order to be feared and respected, since he has learned to know that in spite of treaties and alliances the upstart-family of Bonaparte are not regarded as legitimate by the sovereigns of Europe. His coaxing and bullying has until now succeeded pretty well; but on the other hand he has become very disagreeable to all Europe, which he has forced to look to its defenses and fortifications. King Leopold of Belgium, for instance, feels himself very unsafe on his throne, and therefore he has, by his liberal Ministry, proposed the extension of the fortifications of Antwerp to the Belgian Chambers. This is a common practice of the European Princes; whenever they have to yield to the pressure of the popular will, and to surround themselves with men of the people, they make use of them to carry through some reactionary scheme, in order either to destroy their popubrity, or to strengthen the prerogative of the Crown by their subserviency, while they are dismissed as soon as they have done the job. Louis Philippe carried the restrictions of the liberty of the Press and the fortifications of Paris by M. Thiers, and not by Guizot or Molé; the King of Wartemberg had the German Parlisment dissolved and expelled by Mr. Roemer, a man suspected of Republicanism; and Louis Bonaparta sent his troops to Rome and destroyed the Republic through the agency of Messrs. Odilon Barrot and De Tocqueville. King Leepold has now played the well-known trick, and hie popular Ministry have been green enough to be caught in the snare. The Belgian Chambers, however, were wiser and more patriotic than the Ministers. They knew that the country had but one bulwark, namely, its neutrality and weakness; that, mable to resist any attack from France, she is strong through the jealousies of the Continental Powers, which cannot allow the European aggrandizement of France. Accordingly, the Ministerial bill was defeated by an overwhelming majority, and thus millions of money have been saved to the

country. Poor Lamartine sinks every day lower in public estimation. Driven to despair by the malicious attacks of the Legitimist journals in France on the degrading subscription, started by Lamartine himself, he now openly declares that he expects to be saved from financial ruin by the party of reaction, since he has saved France and Europe by paring the claws and extracting the teeth of the Revolution of 1848. In fact, he has done decently and somewhat timidly the dirty work of the European severeigns, and Isid the foundations for the great edifice so cleverly sapped by Napoleon's coup d'état. Of course, these are not his words, but it is the tamentable sense of all his late effusions. His fate ought to be a warning to all men of genius and ambition who lack character, and, unable to live in honest poverty, get involved in pecuniary difficulties. They sink deeper and deeper, until they lose self-respect and are driven to solicit alms, while their pens continue to be the best paid in Europe.

The Parliamentary session of 1858 closed in a manner rather favorable for the Derby Ministry. the prestige of Lord Palmerston and of Lord John Russell baving entirely disappeared, and Lord Stanley, Sir Edward B. Lytton and the liberal wing of the Tories having had sufficient time to disar in the natural jealousy of the Radicals by displaying broad, comprehensive views as regards most of the questions agitating the public mind. The conciliatory policy in regard to the United States, and the firmness toward Naples in the question of the Cagliari, strengthened the good opinion gained by the judicious management of the French difficulty and of the India bill. However, if the Whig politiciane are able to bring about a hearty union of their aristocratic party with theindependent Radicals, the Ministry will at once be beaten in 1859. Disraeli and Lord Chelmsford are the weakest men in the Cabinet, the former for his want of mora weight and consistency, and the latter for his want of common sense. He seems to be inebristed by his late success, and makes himself ridiculous by his vanity.

The success of the Atlantic telegraph, just at the moment when the shares had gone down to £300 and nobody had any more hope of a good result, was properly hailed with enthusiasm, though the annonnement that it will be about a month before the communication with America is regularly es tablished and thrown open to the public, has acted as a damper. The public cannot realize easily all the difficulties still to be overcome before the great enterprise is completed, and are therefore puzzled by this unexpected delay.

The name of the new colony on the Pacific has Seen changed from New-Caledonia to British

THE ATLANTIC TELEGRAPH.

From The Landon Times, Aug. 10, The following message has been received by the Directore of the Atlantic Telegraph Company;

"Newfoundland has commenced the use and adjustment of their special instruments for speaking.

"Last night, at 11:15, we received coil currents
from them at the rate of 40 per minute perfectly.
They are now sending the manalletters for adjustment
of instruments, and we have received from them the
words, 'Repeat, please,' and 'Please send slower for
present, 'spelt is fall. They have also sent the signals
for repeat frequently, proving that, though receiving,
the instruments are not yet adjusted with sufficient
accuracy for them to get distinctly.

"I forward by this post the slip of signals first transmitted and received across the Atlantic by the Company's instruments.

pany's instruments.
"The speed at which the letters come out seems that at Keyham, and the carrents are apparently as strong.

THE OCEAN TELEGRAPH EXPEDITION.

VOYAGE OF THE AGAMEMNON.

VOYAGE OF THE AGAMEMNON.

From The London Times, Aug. 11.

As your readers have already been informed by telegraph, the submarine communication between the Old and the New Worlds is now an accomplished fact. In the face of difficulties and dangers, the magnitude of which cannot be properly appreciated by those not engaged in the work, the engineers engaged in this undertaking have, with almost untiring energy, adhered to their all but hopeless task with that perseverance which is sure, sooner or later, to lead to success. There were but few some twenty days ago who, after the unsuccessful return of the squadron to Queenstown, would have dared to predict such a speedy and glorious termination to all the triels and difficulties that the primoters of this undertaking have undergone. The final accomplishment of the scheme seemed indeed up to the last moment to hang upon a hair. Many serious difficulties had to be encountered during the six days and a half that the operations lasted, any one of which, had not chance favored us, might have rulned the expedition and delayed the advance of ocean telegrapus perhaps more than half a century, but the difficult texths now here accommissed and it only ruined the expedition and delayed the advance of ocean telegrapus perhaps more than half a cantury, but the difficult taskins now been accomplished, and it only remains for us to accept the benefits which it will undoubtedly confer upon the community. Wonderful as the conception of conveying sensations from continent, to continent, across the almost unknown depths of the ocean, may seem to us now, yet in a very little time people will forget the marvel while profiting by the lact; and, without remembering the years of anxious people will forget the marvel while profiting by the lact; and, without remembering the years of enxious toil and discouragement which those who have secured this boon to the community have undergone to secure success, the wonder will be, not that the undertaking has been carried out at all, but that it had not been accomplished long before. It had been the custom of mankind to bonor the lives and ce ebrate the deeds of great statesmen, successful warriors and eminent divines. Indeed, of such materials are the links in the chain of history chiefly composed. But those men who, by patient thought and percevering action, have achieved victories over matter to secure to the have achieved victories over matter to secure to the community permanent advantages, very often have their trouble for their reward. It is to be hoped that this may not be the case with these who have been mainly instrumental in bringing this great scheme to a successful termination. It must be con-fessed that the prospects of success were very remote when the squadron left Queensto so on the 17th of last mouth. The amount of cable in the two ships had been reduced by nearly four hundred miles, and the recollection of three separate and most unaccountable breakeges was still fresh in the minds of all who had accompanied the first expedition, and there was no breakages was till near in the minus of a was no accompanied the first expedition, and there was no reason whatever for supposing that the very same, thing might not occur again. The cable might, and evidently did, as far as the contractors are concerned, fulfill all the guaranteed requirements; and the numerous accidents which occurred might be due to the cable having become injured during the gale. This supposition, though it may be gratifying to Messrs. Glass & Co., was no consolation to either the engineers or the shareholders. Under these circumstances, it is not surprising that many regarded the prosecution of the scheme as a waste of the shareholders money. However, in spite of the most vehement opposition, the majority of the Directors determined to dispatch the expedition to try their fortune again in mid-ocean before they abandoned the scheme altogether as impracticable. Accordingly, on the morning of Saturday, the l'th of July, the Valorous, Gorgen and Niagars, having completed coaling. morning of Saturday, the 17th of July, the Valorous, Gorgon and Niagara, having completed coaling, steamed away from Queenstown for the rendezvous. The Agamemon, having to wait for Professor W. Thompson, one of the Directors, who took charge of the electrical department on board, did not weigh another until 2 o clock on the following morning. As the ships left the harbor there was apparently no notice taken of their departure by these on shore or in the vessels anchored round them; every one seemed impressed with the conviction that we were engaged in a hopeless enterprise, and the squadron seemed rather a hopeless enterprise, and the squadron seemed rather to have slunk away on some discredible mission than to have sailed for the accomplishment of a grand nato have sailed for the accomplishment of a grand national scheme. It was just dawn when the Agamemon got clear of Queenstown harbor, but, as the wind blew stiffly from the southwest, it wanearly 10 o'clock before she rounded the Old Head of Kinsale, a distance of only a few miles. The weather remained line during the day, and, as the Agamemnon skirted along the wild and rocky shore of the south west coast of Ireland, those on board had an excellent opportunity of seeing the stupendous rocks which rise from the water in the most grotesque and fantastic shapes. About 5 o'clock in the afternoon Cape Clear was passed, and, though the coast gradually edged away to the northward of our course, yet it was nearly dark before we lost sight of the rocky mountains which surround Bantry Bay, and the shores of the Kenmare River. By Monday morning, the 19th, we had left the land far behind us, and thence fell into the usual dull monotony of sea life. Of the voyage the usual dull monotony of sea life. Of the voyage out there is little to be said. It was not checkered by out there is little to be said. It was not checkered by the excitement of continual storms or the tedium of perpetual calms, but we had a sufficient admixture of both to render our passage to the rendezvous a very ordinery and uninteresting one indeed. For the first week the barometers remained unusually low, and the numbers of those natural barometers, Mother Carey's chicken, that kept in our wake kept us in continual expectation of heavy weather. With every little breeze of wind the screw was got up and sail made, so as to husband our coal as much as possible, but it repressly soon fall calm and obliged Capt. sail made, so as to husband our coal as much as pos-sible, but it generally soon fell calm and obliged Capt. Preedy reluctantly to get up steam again. In conse-quence of these continued delays and changes from steam to sail, and from sail to steam again, much fuel was expended, and not more than 80 miles of distance made good each day. On Sunday, the 25th, however, the weather changed, and for several days in succes-tion there was an uninterrupted calm. The moon sion there was an uninterrupted calm. The moon wast just at the full, and for several nights it shows with a brilliancy which turned the smooth sea into one silvery sheet, which brought out the dark hull and white sails of the ship in strong contrast to the sea and sky as the vessel lay all but motionless on the water, the very impersonation of solitude and repose. Indeed, until the rendezvous was gained, we had such a succesuntil the rendervous was gamed, we had such a succes-sion of beautiful emrises, gorgoous sunsets, and tran-quil moonlight nights, as would have excited the most enthusiastic admiration of any one but persons situated as we were. But by us such scenes were regarded only as the annoying indications of the calm which deonly as the anneying indications of the calm which de-layed our progress and wasted our coals. In spite of the unusual calmines of the weather in general, there were days on which our former unpleasant experiences of the Atlantic were bought forcely to our recoilec-tion—when it blow his and the sea ran sufficiently high to reproduce on minor scale some of the dis-comforts of which the revious cruise had been so fruitful. These days, however, were the exception, and not the rule, and served to show how much more pleasant was the inconvenient calm than the weather fruitful. These days, a wever, were the exception, and not the rule, and served to show how much more pleasant was the inconvenient calm than the weather which had previously prevailed. By dint, however, of a judicious expenditure of fuel, and a liberal use of the cheaper motive power of sail, the rendezvous was reached on the the evening of Wednesday, the 28th of July, just eleven days after our departure from Queentown. The rest of the squadron were in sight at nightfall, but at such a considerable distance that it was past 10 o'clock on the morning of Thursday, the 28th, before the Agamemon joined them. We were as usual greeted by a perfect storm of questions as to what kept us so much behind our time, and learned that all had come to the conclusion that the ship must have got on shore on leaving Queenstown Harbor. The Niagars, it appeared, had arrived at the rendezvous on Friday night, the 28d, the Valerous on Sunday, the 28th, and the Gorgon on the aiterneon of Tuesday, the 28th, and the Gorgon on the aiterneon of Tuesday, the 18th. The day was beautifully calm, so to time was to be lost before making the splice; boats were soon lowered from the attendant ships, the two vessels made fast by a hawser, and the Niagara's end of the cable conveyed on board the Agamemnon. About 12 o'clock the splice was effectually made, but with insterials very different from carefully rounded semicircular boards which had been need to inclose the junctions on previous occasions. It consisted merely of two straight boards hauled over, the joining, with the iron rod and leaden pluminet attached to the center. In hoisting it out from the safe of the ship, however, the leaden sinker broke short off the joining, with the iron rod and loaden plummet at-tached to the center. In hoisting it out from the side of the ship, however, the leaden sinker broke short oil and fell overboard; and there being no more conveni-ent weight at hand, a 321b, shot was fastened to the ent weight at hand, a sith shot was fastened to the splice instead, and the whole apparatus was quickly dropped into the sea without any formality, and in-deed, almost without a spectator, for those on board the ship had witnessed so many beginnings to the telegraphic line, that it was evident they despaired of there ever being an end to it. The stipulated 210 fathoms of cable having been paid out to allow the splice to sink well below the aurface, the signal to start was hoisted, the hawser cast losee, and the Niagara and Agamemnon started for the last time for their opposite destinations. For the first three hours the ships proceeded very slowly, paying out a great

enantity of siath, but after the expiration of this time the speed of the Agamemnon was increased to five knots per hour, the cable going at about six, without indicating more than a few hundred pounds of strain upon the dynamometer. Shortly after 6 o'clock a very large whale was seen approaching the starboard bow at a great speed, rolling and tossing the see into foam sill round, and for the first time we felt the possibility of the supposition that our second mysterious breakage of the cable might have been caused after all by one of these animals getting foal of it notes that the cable, and great was the relief of all when the ponderous living mass was seen alonly to pass astern, just grazing the cable where it entered the water; but fortunately without doing any mischief. All reemed to go well up to about 8 o'clock; the cable paid out from the hold with an evenness and requisivity which showed how carefully and perfectly it had been coiled away; and to guard against accidents which might arise in consequence of the cable having suffered injury during the storm, the indica'ed strain upon the dynamometer was never allowed to go beyord 1,700 lbs, or less than one-quarter what the cable is estimated to bear, and thus far everything looked promising of success. But is such a hazardona work no one knows what a few minutes may bring forth, for soon after 8 o'dlock, an injured portion of the cable was discovered about a mile or two from the portion paying out. Not a moment was lost by Mir. Canning, the engineer on duty in setting the men to work to cobble up the injury as well as time would be paid overboard in less than twenty minutes; and inormer experience had shown us that to check either the speed of the ship or the cable would, in all probability, be strended by the most fatal results. Just before the lapping was finished, Prof. Thomson reported that the electrical continuity of the wire had ceased, but that the insulation was still perfect; attention was naturally directed to the injured piece as the probabl hold presented an extraordinary scene; nearly all the officers of the ship and of those connected with the expedition, stood in groups about the col, watching with interse arxiety the cable as it slowly unwound with intense arrivery the came as a slowly nawound itself tearer and nearer the joint, while the work men, directed by Mr. Canning, under whose super-intendence the cable was originally manufactured, worked at the splice as only men could work who felt that the life and death of the expedition dependintendence the cable was originally manufactured, worked at the splice as only men could work who felt that the life and death of the expedition depended upon their rapidity. But all their spied was to no purpose, as the cable was unwinding within a hundred fathoms, and, as a last and desperate resource, the cable was stopped altogether, and for a few minutes the ship hing on by the end. Fortunately, however, it wes only fer a few minutes, as the strain was continually rising above two tuns, and it would not hold on much longer; when the splice was finished the signal was made to loose the stopper, and it passed overboard safely enough. When the excitement consequent upon having so narrowly saved the cable had passed away, we awoke to the consciousness that the case was still as hopeleas as ever, for the electrical continuity was still entirely wanting. Preparations were consequently made to pay out as little rope as possible, and to hold on for six hours, in the hopes that the fault, whatever it might be, might mend itself before cutting the cable, and returning to the rendezvous to make another splice. The magnetic needles on the receiving instruments were watched closely for the returning signals: when in a few minutes the last hope was extinguished by their suddenly indicating dead earth, which tended to show that the cable had broken from the Nisgara, or that the insulation had been completely destroyed. In three minutes, however, every one was agreeably surprised by the intelligence that the stoppage had disappeared, and that the signals had again appeared at their regular intervals from the Nisgara. It is needless to say what a load of anxiety this news removed from the minds of every one, but the general confidence in the ultimate success of the operations was much shaken by the occurrence, for all felt that every minute a similar accident might occur. For some time the paying out continued as usual, but toward the morning another damaged place was discovered in the object there was fortunately, however the engines was gradually increased, but the wind more than increased in proportion, so that before the sin went down the Agamemnon was going full steam against the wind, only making a speed of about four knots an hour. During the evening topmasts were knots an hour. During the evening topmasts were lowered, and spars, yards, sails, and, indeed, every-thing sloft that could offer resistance to the wind was sent down on deck; but still the ship made but little way, chiefly in consequence of the heavy sea, though the enormous quantity of fuel consumed showed us that if the wind lasted we should be reduced to burning the ship of the consumed showed in the ship of the ship way, chiefly in consequence of the heavy sea, though the enormous quantity of fuel consumed showed us that if the wind lasted we should be reduced to burning the masts, spars, and even the decks, to bring the ship into Valentia. It seemed to be our particular ill fortune to meet with head winds whichever way the ship's head was turned. On our journey out we had been delayed and obliged to consume an undue proportion of coal for want of an easterly wind, and now all our fuel was wanted because of one. However, during the next day the wind gradually went round to the south west, which, though he said a very heavy sea, allowed us to husband our small remaining every fuel. At noon on Saturday, the 31st of July, observations at noon showed us to be in latitude 52 deg. 23 min. N., longitude 26 deg. 41 min. W., having made good 129 miles of distance since noon of the previous day, with a less of about 27 per cent of cable. The Ningara, as far as could be judged from the amount of cable she paid out, which, by a previous arrangement, was signaled at every ten miles, kept pace with us within one or two miles the whole distance across. During the afternoon of Saturday the wind again freshened up, and before nightfall it again blew nearly a gale of wind, and a tremendous sea ran before it from the south west, which made the Agamemnon pitch to such an extent that it was thought impossible the cable could hold on through the night indeed, had it not been for the constant care and watchfulness exercized by Mr. Bright and the two energetic engineers, Mr. Canning and Mr. Chiffird, who acted with him, it could not have been done at all. Men were kept at the wheels of the machine to prevent their stopping, as the stern of the ship rose and fell with the sea, for had they done so the cable must undoubtedly have parted. During Sunday the sea and wind increased, and before the evening it blew a smart gale. Now, indeed, were the energy and activity of all engaged in the operation tasked to the utnoot. Mr. Hoar and Mr. Moore the two

cable helding on till morning, and many remained awake listening for the sound that all most dreaded to

hear, viz: the gun which should announce the failure of all our hopes. But still the cable, which, in com-parison with the ship from which it was paid out and

of all our hopes. But shift the cable, Maich, in comparison with the ship from which it was paid out and the gigantic waves among which it was delivered, was but a mere thread, continued to hold on, only leaving a silvery phosphorus like upon the stupendons seas as they rolled on toward the ship. With Sunlay morning came no improvement in the weather; still the sky remained black and stormy to windward, and the constant violent equalis of wind and rain which prevailed during the whole day served to keep up, if not to augment, the hight of the waves. But the cable had gone through so much during the hight that our confidence in its continuing to hold was much restored. At noon observations showed us to be in lat. 52 deg. 20 min. N., and lon. 23 deg. 16 min. W., having made good 130 miles from noon of the previous day, and about 330 from our starting point in mid ocean. We had passed by the deepest sounding of 2,400 fathoms over more than half of the deep water generally, while the amount of cable still remaining in the ship was more than sufficient to every us to the Irish coast, even supposing the

had of the carry us to the Irish coast, even supposing the continuance of the bad weather should oblige us to

pay out the same amount of slack cable we had best bitherto wasting. Thus far things looked very prom-laing for our ultimate success. But former experience

laing for our ultimate success. But former experience showed us only too plainly that we could never sup.

pose that some accident might not arise until the each had been fairly lended on the opposite sacres. During Sunday night and Monday morning the weather continued as beisterous as ever, and it was only by the most indefatigable enertions of the engineer upon duty that the wheels could be prevented from stopping altogether as the vessel rose and fell with the sea, and once or twice they did come completely to a stand still in spite of all that could be done to keep them moving, but fortunately they were again set in motion before the storn of the ship was thrown up by the succeeding wave. No strain could be piaced upon the cable, of course, and though the dynamometer occasionally registered 1,700 pounds as the ship lifted, it was oftener below 1,000, and was frequently nothing, the cable running out as fast as its ship lifted, it was oftener below 1,000, and was included quently nothing, the cable running out as fact as its own weight and the speed of the ship could draw it. But even with all these forces anting unresistedly upon it the cable never paid itself out at a greater speed than eight knots an hour at the time the ship was going at the rate of six knots and a half. Subsequently, however, when the speed of the ship even exceeded six knots and a half the cable never ran out. so quick. The average speed maintained by the up to this time, and, indeed, for the whole v. was about five knots and a half, the cable, with was about five Anote and a fair the case, with occasional exception, running about 30 per cent faster. At noon on Monday, Aug. 2, observations showed us to be in lat. 32 deg. 35 min. N., lor. 10 deg. 48 min. W., having made good 121 miles since noon of the previous day, and completed more than the half way to our ultimate destination. During the afternoon an American three masted schooner, which afterward proved to toward us. No notice was taken of her at first, but when she was within about half a mile of the Aga memore she attend her curse, and bore right down across our bows. A collision, which might prove istate the cable, now seemed mevitable, or could only be the cable, now seemed mevitable, or could only be the cable. to the cable, now seemed inevitable, or country, avoided by the equally harardous expedient of altering the Agamemnou's course. The Valorous steamed a head, and fired a gun for her to heave too, which, as she did not appear to take much notice of, was a she did not appear to take much notice of, was as she did not appear to take much notice of, was quickly followed by another from the bows of the Agamemnon and a second and third from the Valorous; but still the vessel held on her course, and as the only resource left to avoid a collision the course of the Agamemnon was altered just in time to pass within a few yards of her. It was evident that our proceedings were a source of the greatest possible astonishment to them, for all her crew crowded upon her deck and rigging. At length they evidently discovered who we were and what we were doing, for the crew manned the rigging, and dipping the easing several times they gave us three hearty cheers. Though the Agamemnon was obliged to acknowledge these congratulations in due form, the feelings of annoyance with which we regarded the vessel which, either by congratulations in due form, the feetings of annoyance with which we regarded the vessel which, either by the stupidity or correleseness of those on board, was so near adding a fatel and unexpected mishap to the long chapter of accidents which had already been encountered, may easily be imagined. To those below, who of course did not see the ship approaching, the sound of the first gun came like a thunderbolt, for all took it as the signal of the breaking of the cable. The dinner tables were deserted in a moment, and a general state of the cable. it as the signal of the breaking of the cable. The dinner tables were deserted in a moment, and a general rush made up the batches to the deck, but before reaching it their fears were quickly banished by the report of the succeeding gan which all knew well could only be caused by a ship in our way or a man overboard. Throughout the greater portion of Monday morning the electrical signals from the Niagara had been getting gradually weaker until they ceased altogether for nearly three-quarters of an hour. Our uneasiness, however, was in some degree lessened by the fact that the stoppage appeared to be a want of continuity, and not any defect in insulation, and there was consequently every reason to suppose that it might arise from faulty connection on board the Niagara. Accordingly Professor Thomson sent a message to the effect that the signals were too weak to be read, and, as if they had been awaiting such a signal to increase their battery power, the deflections immediately returned even stronger than they had ever been before. Toward the evening, however, they again declined in force for a short time. With the exception of these little stoppages the electrical condition of the submerged wire seemed to be much improved. It was evident that the low temperature of the water at the immense depth improved considerably the insulating properties of the guita percha, while the enermous pressure to which it must have been subjected probably tended to consolidate its exture and to fill up any air bubbles or slight faults in manufacture which may have existed. The weather during Monday night moderated a little, but still there was a very heavy see on, which endangered the wire every second minute. About 3 o'clock on Tuesday morning all on board were startled from their beds by the loud booming of a gun. Everyone, without waiting for the performance of the most parmorning all on board were started from their beas of the loud booming of a gun. Everyone, without waiting for the performance of the most par-ticular toilet, rushed on deck to ascertain the cause of the disturbance. Contrary to a expectation the cable was safe, but just in the gray light could be seen the Valorous rounded too in the most warlike attitude, firing gun after gun in quice uncession toward a large American bark, which out the mest warine attitude, firing gan ster gain in quite unconscious of our proceeding was standing right across our stern. Such loud and repeated remonstratees from a large steam figate were not to be despised, and, evidently without knowing the why or the wherefore, she quickly threw her sais aback and remained hove to. Whether those on board her considered that we were engaged in some fillioustering expedition, or regarded our proceedings as another British outrage upon the American flag, it is impossible to say, but certain it is that, apparently in great trepidation, she remained hove to until we had lost sight of her in the distance. Tuestay was a much finer day than any we had experienced for nearly a week, but still there was a considerable sea running, and our dangers were far from passed; yet the hopes of our ultimate success ran high. We had accomplished nearly the whole of the deep sea portion of the route in safety, and that, too, under the meet unfavorable circumstances possible, therefore there was every reason to believe that unless some unforeseen accident should occur we should accomplish the remainder. Observations at noon placed us in lat. 5 deg. 20 min. succession toward a large American bark, which quit son to believe that unless some unforescen accident should occur we should accomplish the remainder. Observations at noon placed us in lat. 5 deg. 20 min. N., long. 16 deg., 7 min. 40 sec. W., having run one hundred and thirty-four miles since the previous day. About 5 o'clock in the evening the steep submarine mountain which divides the telegraphic plateau from the Irish coast was reached, and the effect of the sudden shallowing of the water had a very marked effect upon the cable, causing the strain on and the speed of it to lessen every minute. A great deal of slack was paid out to allow for any greater inequalities which might exist, though undiscovered by the sounding line. About 10 o clock the shoal water of two hundred end fifty fathoms was reached. The only remaining anxiety now was the changing from the, lower main coil to that upon the upper deck, and this most difficult and dangerous operation was successfully performed between 3 and 4 o'clock on Wednesday morning. Wednesday was a beautifully caim day: indeed, heart of making a splice since the day we started from the rendezivous. We therefore congratulated ourselves on having saved a week by commencing operations on the Thursday previous. At noon we were in lat. 52 deg. 11 min., and 19 deg. 40 min. 2 sec. W. 89 miles distant from we therefore congratuated outsetves on the Toursday previous. At noon we were in lat. 52 deg. 11 min., lon. 12 deg. 40 min. 2 sec. W., 89 miles distant from the telegraph station at Valentia. The water was shallow, so that there was no difficulty in paying out the wire almost without any lose by slack, and all looked upon the undertaking as virtually accomplished. At about 1 o clock in the evening the second change from the upper-deck coil to that upon the orlop deck was safely effected, and shortly after the vessels exchanged signals that they were in 200 fathoms water. As the night advanced the speed of the ship reduced, as it was known that we were only a short distance from the land, and there would be no advantage in making it before daylight in the morning. About 12 o'clock, however, the Skelligs Light was seen in the distance, and the Valorous steamed on ahead to leaf us in to the coast, firing rockets at intervals to direct us, which were answered by us from the Agamenton, though, according to Mr. Moriarty, the master's, wish, the ship, disregarding the Valerous, kept her own course, which proved to be the right open the and. Ry daylight or answered by us from the Agamennon, though, according to Mr. Moristry, the master's, wish, the ship, disregarding the Valerous, kept her own course, which proved to be the right one in the end. By daylight on the morning of Thursday the bold and rocky mountains which entirely surround the wild and picturesque neighborhood of Valenta roce right before us at a few miles distance. Never, probably, was the sight of land more welcome, as it brought to a successful termination one of the greatest, but, at the same time, most difficult schemes which was ever undertaken. Had it been the duliest and most melancholy swamp on the face of the earth that lay before us we should have found it a pleasant prospect; bat, as the sun rose from the estuary of Dingle Bay, tinging with a deep soft purple the lofty summits of the steep mountairs which surround its shores, and illuminating the masses of morning vapor which hung upon them, it was a scene which might vie in beauty with anything that could be produced by the most florid imagination of an artist. No one on shore was apparently conscious of our approach, so the Valorous steamed shead to the mouth of the harbor and fired a gun. Both ships made straight for Dowlas Bay, and about of clock came to appears the side of Besnnish Island.

Both ships made straight for Dowless Bay, and abou

opposite to Valentia. As soon as the inhabitants became aware of our approach, there was a general desertion of the place, and hundreds of boats crowded round us, their passengers in the greatest state of excitement to hear all about our voyage. The Kuight of Kerry was absent in Dingle, but a messenger was immediately dispatched for him, and he soon arrived in her Majesty's gunbost Shamreck. Soon after our arrival, a signal was received from the Nisgara that they were preparing to land, having paid out 1,000 nautical miles of cable, while the Agamember had accomplished her portion of the distance with an expensioner of 1,020 miles, making the total length of the wire submerged 1,000 geographical miles. Immediately after the ships cast account the pacific box boxtsfof the Valencie were got ready.

the paddie-box boats of the Valerous were got ready,

and two miles of cable coiled away in them, for the purpose of larding the end, but it was late in the atternoon before the procession of bosts left the ship, under a salute of three rounds of small arms from the detachment of Marinee on board the Aramenium, under the command of Lieut, Morris. The progres of the end to the shore was very slow, in consequence of the very stiff wind which blew at the time, but at about 3 o'clock the end was safely brought on shore at Knightstown, Valentis, by Mr. Bright and Mr. Canning, the chief and second Engineers, to whose exertions the success of the undertaking is attributable, and the Knight of Kerry. The end was immediately laid in the trench which had been dug to receive it, while a royal salute, making the reighboring rocks and mountains reverberate, announced that the communication between the Old and the New World had been completed. The end was immediately taken into the electrical room by Mr. Whiteheuse, and attached to a galvanometer, and the first message was received through the entire length. and two miles of cable couled away in them, for the

to a galvanometer, and the first message was received through the entire length.

Too much praise cannot be bestowed upon both the officers and men of the Agamemnon for the hearty way in which they have assisted in the arduous and difficult service they have been engaged in; and the acmirable manner in which the ship was navigated by Mr. Morisrty and Mr. Libby, the first and second masters, reduced the difficulties of the company's operations. It will in all probability be nearly a fortnight before the instruments are connected at the two termini for the transmission of regular signals. It is unnecessary here to expatiate upon the magnitude of the undertaking which has been just completed, or upon the great political and social results which are likely to accure from it, but there can be but one feeling of universal admiration for the conrage and perseverance which have been displayed by Mr. Bright and those who acted under his orders, in encountering the manifold difficulties which arose on their path at every

REWARD TO CAPT. PREEDY AND HIS CREW.

From The Lendon Times, days. II.

The other day, when our French neighbors were pouring forth voiley after voiley from the forts of Cherbourg, a quiet sleamer stole into the harbor, manoticed amid the thunder of the artillery. She brought the tididgs of an achievement performed by Britash hards, in comparison with which Cherbourg and its fortifications sark almost into insignificance. True, those batteries were pregnant with the threats of Continents I turope against these islands. Cherbourg as those batteries were pregnant with the threats of Con-tinental Europe against these Islands. Cherbourg, as completed, was the visible realization of Napoleon Bonaparte's dream. Had he possessed such a port on the Channel, and such ships of war as might be now collected behind its breakwater, the demonstration against England in the beginning of the century might have assumed different proportions. Times, however, are changed—if there are increased facilities of attack, there are increased powers of resistance. The world goes on, and England has weathered many a storm. It was, however, not a little singular that, at the very moment when salvees from the great guns of Cher-bourg were amouncing to the world that the great was, however, he moment when salvoes from the great guns of Cherbourg were announcing to the world that the great gaval and military lodgment on the Channel was just effected, intelligence should be received that England and the New World had been at last connected by the electric chain. A new page of policy has been opened. British statesmen will soon be made to feel that they have much to learn and much to forget. The two great nations of the earth which uphold the principles of political and personal freedom as the candition of their existence have been at length united by a bond from which they could not extricate themselves if they their existence have been at length united by a bond from which they could not extricate themselves if they would. The slender galvanic current which dashed with the speed of lightning beneath the waters of the Atlantic, and informed the signalman at Valentia that his colleague was speaking with him from the other side of the great ocean, was more than an answer to the rearing of the Cherbourg guns had they silled the air with a tenfold din.

And now what should England do for those by whom this creat savice has been carried out. Of the share-

this great service has been carried out. Of the share holders in the Telegraph Company and of their servants we say nothing. They had their own ends to serve, and having carried their enterprise to a successful completion, may lock for their due reward. There is, however, one man who has been a principal instrument in the execution of this great work, and whose ment in the execution of this great work, and whose claim seems already forgotten now that the work is done. We speak of the Captain of the Aganemnon. Henceforth the problem is solved. The egg has been placed on its end, and any child could repeat the performance. We cannot, however, forget the unwearled diligence, the professional ability, the patience, the high courage which the officers and crew of the Agamemnon displayed in the first ansuccessful attempt. There are, as we believe, very few instances indeed, even in the glorious chronicles of English seamanship, in which such risks were run and such dangers overcome as during that terrible cruise of the Agamemnon in which such risks were run and such dangers overcome as during that terrible cruise of the Agamemnon
when night after night she had to hold her own amid
the fury of the elements, and yet to preserve the ponderous coils of cable with which her decks were encambered. Nothing but the most consummate professinaal
skill could during those fearful hours of storm and
darkness have saved the Agamemnon and her precious
freight. This, however, was but the first part of the
service performed by the captain of that noble vessel
and her crew. Undeterred by their first failure, although it was not in human nature to forget that they
had but just escaped from the jaws of death, they set
out a second time with constant minds to execute their
appointed task. This time the elements dealt with
them more amicably, and in a short time the work
was done, and well done. Now, would it not be worthy
of the British nation if some reward were bestowed
upon the Agamemnon's captain and upon her crew to of the British nation it some reward were bestowed upon the Agamemnon's captain and upon her crew? It is no doubt perfectly true that other officers and other seamen would upon a similar occasion have displayed equal zeal and equal courage; but it was the Agamemnon's company who actually did the work. Looking, then, to the dangers so gallantly surmounted, to the success of the enterprise, and to the enormous importance of that success to the human race, and to this country in particular, ought not some especial re-ward to be bestowed upon the brave and skillful sea-man who performed the service? There can be little danger of establishing an evil precedent in such a case.

THE PARAGUAY EXPEDITION.

Correspondence of The Baltimore Sun.

WASHINGTON, Aug. 24, 1858.

The exposition contained in The Union of this morn. The exposition contained in The Union of this morning of the intentions of the Executive in regard to the Paraginay expedition is doubtless authentic. It is satisfactory to know from such authority that the naval force at length provided for the service will be adequate to the reduction of the forts above the Trees Becos, and near the capital, Assumption. The instructions to the United States Commissioners are also referred to a having here completed with a view to structions to the United States Commissioners are also referred to as having been completed, with a view to meet the evasive diplomacy of Lopez. Our little fleet will no doubt give a good account of itself.

In diplomacy the Spanish Americans excel, and it will perhaps be the policy of Lopez to temporize, and warry our Minister and naval commander with dealeys, and force unent correct back to Washington for instructions. Whatever we are to do, whether in war or negotiation with Paragnay must be done records.

instructions. Whatever we are to do, whether in war or negotiation, with Paragusy, must be done promptly. A failure of the expedition would prove disastrous to American reputation throughout South America.

The population and resources of Paragusy are understated by the authorities ordinarily referred to. The population is estimated at 300,000: whereas, according to Mr. Hopkins, who was lately the United States Corsul at Assumption, it is 650,000. That Lopez had 12,000 men under arms when threatened withen attack from his hostile neighbors, is well known.

He has also European engineers and tacticians in his service. He has had too long a time for prepara tion against our expedition, and will perhaps attempt to obstruct the navigation of the river above the "three mouths." But this again would involve him "three mouths." But this again would involve him in difficulty with England, France, Buenos Ayres and Another of his dodges will no doubt be to seek the

mediation of a mutually friendly power, and even pro-pose an arbitration, the acceptance of which is proba-bly forbidden by the instructors of cur Minister. President Lopez is the chief merchant, broker,

President Lopez is the chief merchant, broker, cigar-maker and steamboat owner in his fertile dominions, and is reputed to be worth more money than the whole amount now in our Treasury, increased as it has been by the ten million loan. He can, therefore, easily pay the amount of indemnity which is claimed on account of spoliations upon our people.

10N.

The Vanderbilt steamer Ariel, from Bremen and Southampton the 11th inst., arrived here on Toursday morning. Her advices had been anticipated by pre-

INDIAN TREATIES.—As the recent outbreak among the Indian tribes in Washington and Oregon Territories is attracting a good deal of attention at the present time, it is well to remember that in the aggregate these tribes number 15,117 souls, and that they have ceded to the Government 62,415,380 acres of land, for which they were to receive within twenty years \$2,050,000 in money, beside the residence among them of physicians, school teachers, farmers, &c. Now, while the whites are taking possession of these ceded lands, the Indians have not received any part of the remuneration, because of the Senate's tardiness in approving the treaties. This, then, is a real cause of remuneration, because of the Senate's tardiness in approving the treaties. This, then, is a real cause of their disaffection, and we should rationally expect that it will be difficult to restore quiet among them until our obligations are commenced to be fulfilled, or until the whites cease to take possession of the lands, if not fulfilled.

This statement also enables us better to reallize the

imminent danger we are in of a general Indian war, as well as the jeopardy to which many of our Indian agents are subjected in their intercourse with the agents are subjected in their intercourse with the tribes, and the assiduous labors which they are compelied to perform to keep those in their charge pas Washington Star.

QUARANTINE AFFAIRS.

The Medical Committee, to whom was intraduty of determining the extent of pelow to Staten Island, have made their report, and have the reighborhood of thirty cases which an have occurred outside of the Quarantine limit. many of these were most undoubtedly seems many of these were most transcribed of the epidemio is not denied, but that a of the epidemic denied by the Quarantine authorities. The learn allow that seventeen cases have occurred but a

that the rest were other than yellow fever. According to the Medical Committee, the same According to the mount been about forces deaths from the lever but six. The tapes to fore, is not as to whether the epidemic with a Island, but in regard to its extent.

The cases which have occurred do not spec The cases which have been bad once, and were probably, which ception, only of a light character. It is contain the Quaractine folks, that the outsiders can the themselves alone for all the trouble into which have been thrown. Had they but acted discuss, kept away from dargerous places, it is said then would bave been no cause for alarm. Intel a assertion is made that the effects of one was the after yellow fever were sold at auction, and all outs. and scattered over Tompkinsville. If this be so most surely the buyers are greatly in the wrong a not so much so as the Castleton Board of Her which ought to have locked after the ma ter. The following versels from infected ports, with a

ness on board, have been quaractined: Brig B. J. Nash, from Cienfuegos. She had the ow fever on board during her entire pueses, wi fore leaving the port of departure all hands were as The captain and one man were all that died. Schooner North State, from Savannah. The

mate of the vessel died on the passage, of mate captain called "brain fever." Detained for the Brig Castilian, from Sagua, had while is per,

hands sick of yellow fever, and but one den dered to be cleaned and fumigated. Brig Hope, from Matanzas, left two of her or sick in port, but had no sickness on the passage. Brig Handy, King, from Havana, had one death to

the fever in port, but no sickness on arrival. Beside these, several other vessels were quarter but, having no sickness on board, will be detaited!

only a short time. YELLOW FEVER ON STATEN ISLAND.

STATES ISLAND, Aug. 26, 18;
At a regular meeting of the Medical Society of Romond County, held on the 10th of August 186 D.
Lea submitted the following resolution, whin we

adopted:

Resolved, That a committee of three members of the 8x

Resolved. That a committee of three members of the stop be appointed, whose duty it shall be to assortain the same of cases of yellow fever which have occurred on the island, and possible to ascortain the cause and cripin of each case, and spectothe Society at its next meeting.

The Chairman appointed Drs. Lea. Richardson and Munday the Committee, and on motion Dr. Anderson name was added.

In pursuance of the foregoing resolution, the Committee presented the annexed report to the Society a its meeting on Wednesday, the 25th inst.:

REFORT.

The Committee appointed by the Medical Science Richmond County, to investigate the origin of pela fever, now prevailing on Staten Island, respectible

fever, now prevailing on Staten Island, respectify report:

That the first case of epidemic yellow fever one red about the middle of the month of Jaly. Am named Kramer, who had been employed in bank the infected bedding, &c., on the iron scow "D. Rockwell," sickened at his residence in the village Tempkinsville, but was subsequently removed at Quarantine Heapital, where he died. It has been mid to the Committee, and to the best of its belief in the that Kramer had been in the habit of bringing in wife articles of clothing intended for the fiams, at that they were washed on his premises. On the lin of July Mrs. Kramer was attacked with yellow first and died at her own residence.

Opposite the house of Kramer, in the same pit, and only a few feet from the door of ingrees, is a entrance to a small tenement occupied by a sevelas employed on the Quarantine, named Nell; between the wife of this man and Mrs. Kramer a close intimate existed, and she took the fever about the same period of the contraction.

existed, and she took the fever about the same pe existed, and she took the rever about the same pera and died on the 19th of July. A per-morten examination of this case was made by Drs. Prendergast and Munday, and the case reported as yellow few to be Caetleton Board of Health. The authenticity of the case was desied by the Quarantine authorities, while the minds of this Committee there is no doubt in

genuineters.

The next case was that of Mr. Halliday, who well the house occupied by Nell, and who so ow resides was on the same lot, fronting on Griffin street; he was seized on the 33d of July and died on the 37th. Also in the same house took the disease subsequently, he has recovered. has recovered.
On the 3d of August Mr. Young and daughter, b

on the 3d of August Mr. Young and dauguter, a good on Griffin street, and the rear of whose lot just that of Kramer, also sickened; they were well-mathe cases of yellow fever, and have recovered. Subquently a German tailor, living immediately on the water, at the lower termination of Minthorne stat, and not more than 100 feet from the house of Krame. sickened with yellow fever, and has had a telest convalenceme. A son of the above-mentioned pulse sickened on the "latt of July, and is still under two-ment. Mrs. Finnerty, living in the same block, we

seized with the fever on the 2d of August, and as recovered.

On the 18th of August the disease made its appearance in the house of Mr. Miles, in the same block, at only a few steps from the last mentioned place. To first case occurred on the 18th, in the pance of in daughter; on the 20th another daughter was attacked; on the 21st he was seized, and lastly, his wife on the 21st he was seized, and lastly, his wife on the on the 21st he was seized, and lastly, his wife on the 23d inst. These cases are now ucder treatment, and one of them is in a dying condition. In an adjoing house a Mr. Holland resides, and Mr. Nell, sfar he death of his wife, took up his quarters here. On the 23d of August Mr. H. was soized with the riber fever, and his death has just been reported.

On the 8th and 11th days of August two cases fever occurred at Silvia's Point, about one and a hid miles from the above locality, in a house situated is mediately upon the water; the victims were list Cross and her servant girl. On the 18th of Agrad Mrs. Quinn, living between Townsend's Dock and the Gas Works, was attacked with yellow fever, and will probably die before this report goes to press.

probably die before this report goes to press.

The residence of the last mentioned patient is at more than half a mile from the house in which Miss

more than half a mile from the house in which Ma Cross and servant resided.

Two cases of yellow fever occurred at New Brights on the 12th of August, in a building near the landing. One of there, a distinctly marked case, was transcent to the city, at her own request, and now lies in the building No. 16 Greenwich street. Her companies at Bridgeport, Conn., having recovered.

On the 15th of August, Mr. Block, hving at the ow-ner of Jersey street and Richmond Terrace, was tracked with yellow fever, and he died on the 15th. His case was particularly marked, the black vant having occurred. The wife of Mr. Block sickwoods the sama time, in the same bed, and has since reced.

It will be perceived from this report, that the

ease has appeared in three distinct localities; the rat District being included in the triangular block bounced on ore side by the bay, by the Hespi buildings on another, and by Griffin atreet on the maining side. These cases, fifteen in number, may traced to the introduction of infected clothing The cases at Silvia's Point can only be attributed

imprudent bathing: the Committee having come the conclusion that the peculiar position of the sent upon the bay, where the eddies of the ebb tide posit floating materials, favored the development The case of Mrs. Quinn has been ascribed to reco

ntercourse with a friend laboring under the

In the third locality, that is near the New Brighted In the third locality, that is near the New Begine landing, the causes have probably been expressed night; the girls who were attacked, as well as Mr. Block, were in the habit of walking along the back in the evening, and of breathing an atmosphere possessed by the funes from the iron scow.

Your Committee cannot conclude their report without calling especial attention to several circumstance which, in their judgment, have had no inconsiderable influence in the propagation of yellow fever on the island.

The United States steam frigate Susquehanss, ad The United States steam frigate Susquehams, and anchored in the Lower Bay, arrived at this port in the month of June last, freignted with yellow fewer, it was decided to transfer her atores to the Quarantes storehouses, and to destroy the disease in her held to coppelation. Many, if not all of the men suspect in this work, are residents of the island, having board and families here, and, to the positive knowledge at least one member of this Committee, these men are allowed to come up on Saturday evenings, and to circulate, without hinderance, among the citizens of the island.

They are also prepared to prove that on the even ing of July 19, a body of fity-four met, emsisting a Quarantine stevedores, funigators and others warking among infected chips, was sent to a political most